ANNUAL

REPORT OF THE

MONTANA DEPARTMENT OF HIGHWAYS

1973

TO THE

GOVERNOR OF MONTANA

HONORABLE THOMAS L. JUDGE

FISCAL PERIOD

JULY 1, 1972 to JUNE 30, 1973

STATE OF MONTANA
DEPARTMENT OF HIGHWAYS

HELENA, MONTANA 59601

H. J. ANDERSON
DIRECTOR OF HIGHWAYS

October 12, 1973

IN REPLY REFER TO:

The Honorable Thomas L. Judge
Governor
State of Montana
Helena, Montana 59601

Dear Governor Judge:

We herewith transmit to you the report of the Montana Department of Highways covering the fiscal year ended June 30, 1973.

The Department of Highways, although maintaining a fairly high level of operations the past year due to a substantial carryover of uncompleted construction work, is facing a reduction in construction operations due to the level of funding being provided by the Federal government.

The continued impoundment, by the Federal Office of Management & Budget, of funds authorized by Congress is the main factor in the expected reduction. Other factors affecting the Highway Program are inflation, red tape, and the delays caused by segments of the public and government who consider the safety of the traveling public secondary to other considerations. The Department will continue to work with all groups to insure that the traveling public be accommodated with maximum safety, while at the same time satisfying environmental, economic, and other considerations.

Respectfully submitted,

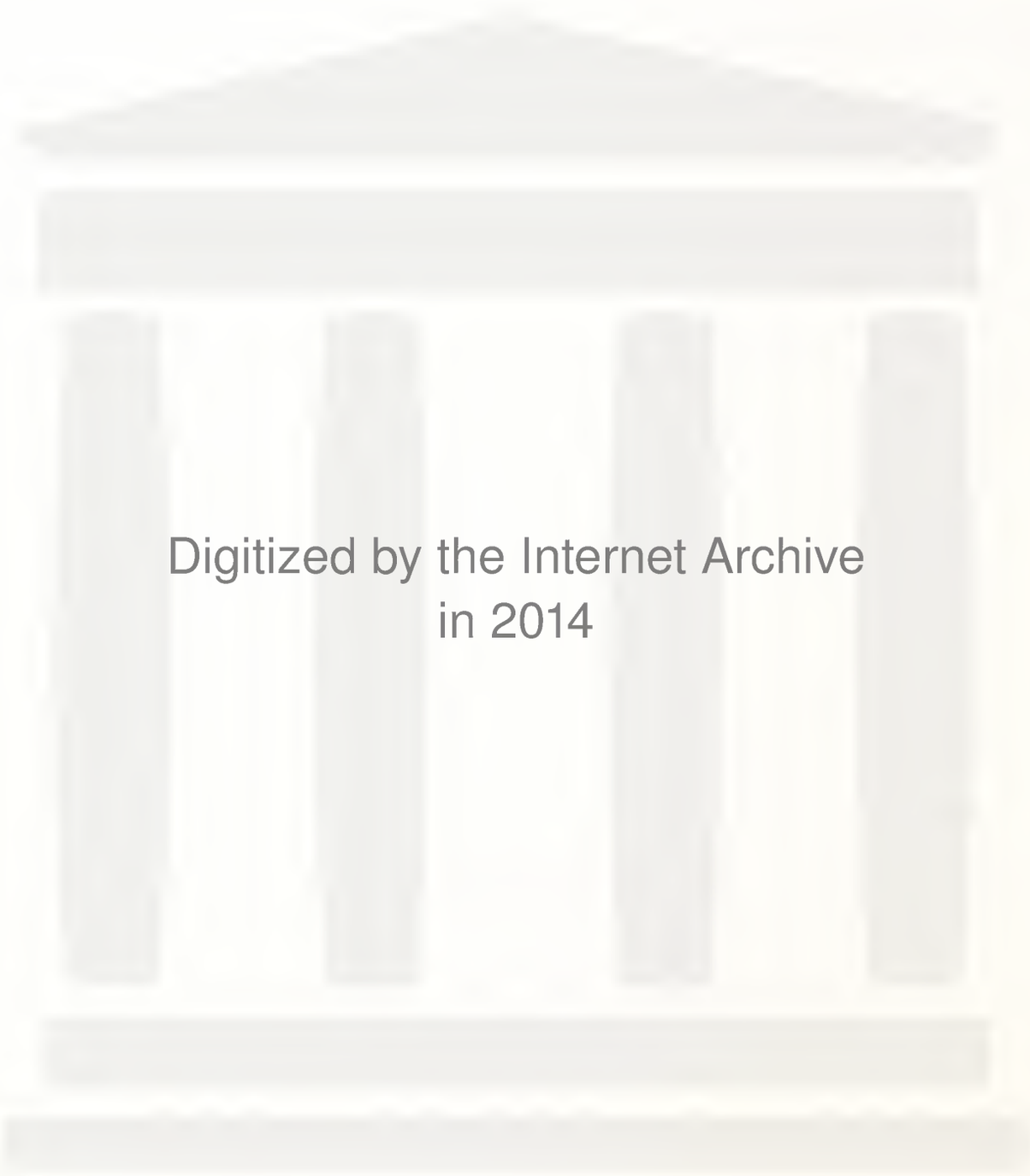
MONTANA DEPARTMENT OF HIGHWAYS

H. J. Anderson

H. J. Anderson
Director of Highways

HJA:JLP:sc

TABLE OF CONTENTS



PRINCIPAL OFFICERS AND OFFICES

PRINCIPAL ADMINISTRATIVE OFFICERS

THOMAS L. JUDGE, GOVERNOR

STATE HIGHWAY COMMISSION

OFFICER TERM OF OFFICE	ADDRESS
George Vucanovich, Chairman 2-1-71 2-1-75	443 Fuller Avenue Helena
William M. Kessner, Vice-Chairman 2-1-73 1-3-77	1219 26th Ave. S.W. Great Falls
G. R. Cooney, Member 2-1-73 1-3-77	600 So. Arizona Butte
Pierre L. Bacheller, Member 2-1-73 1-3-77	2034 Mariposa Lane Billings
Jay Lalonde, Member 4-28-72 2-1-75	506 4th Ave. S.E. Sidney
W. D. LeRoux, Secretary	Lexington Apts. Helena

H. J. Anderson, Director of Highways

PRINCIPAL OFFICE

Montana Department of Highways Building, Helena

PRINCIPAL OFFICERS AND OFFICES CONTINUED

Department of Highways Personnel

OFFICER	ADDRESS
Nicholas A. Rotering - Administrator Legal Division	Headquarters Bldg.
LeRoy A. Broughton - Administrator Personnel Division	Headquarters Bldg.
John L. Prebil - Administrator Centralized Services Division	Headquarters Bldg.
Jack R. Beckert - Administrator Engineering Division	Headquarters Bldg.
William A. Blake - Administrator Motor Pool Division	Fairgrounds
William Mortieau - Administrator Gross Vehicle Weight Division	East of Helena
Donald D. Gruel - Administrator Maintenance Division	Headquarters Bldg.

BOARD OF HIGHWAY APPEALS

MEMBERS	ADDRESS
Patrick R. Hooks	Townsend
Paul T. Smith	Boulder
Donald Scothorn	Stevensville

Mail Address.... P. O. Box 939 - Helena, Montana

LEGAL REFERENCES

HISTORICALLY

The Montana Department of Highways -- then known as the State Highway Commission -- was created by legislation passed on March 13, 1913. Between that date and the present time, many laws have been passed affecting the Commission, and these laws were recodified under Chapter 197 of the 1965 Session Laws. Sections 32-1619 through 32-2716, R.C.M. 1947, as amended define the principal activities of the Department. The Commission itself consists of five members appointed by the Governor from five commissioner districts. Sections 82A-701 and 82A-702 provide that the head of the Department of Highways is the Director of Highways.

GENERALLY

The Laws relating to the operations of the Montana Department of Highways are, for the most part, contained in Chapter 197, Montana Session Laws of 1965, and all amendments thereto. Chapter 197 was entitled in part as follows:

> AN ACT TO BE KNOWN AS THE MONTANA HIGHWAY CODE, FOR THE CODIFICATION AND GENERAL REVISION OF THE LAWS PERTAINING TO HIGHWAYS, INCLUDING PLANNING, CONSTRUCTION, AND MAINTENANCE.

Chapter 197 has been segregated into various statutes with appropriate section numbers and these are contained in TITLE 32, Revised Codes of Montana, 1947, as amended; subject to the changes effected through the Executive Reorganization Act of 1971.

Operating policies designed to carry out the expressed legislative intent are contained in various manuals including but not limited to, the Construction Manual, the Right-of-Way Manual, the Personnel Manual, the Accounting Manual and the Legal Manual.

It is apparent that many programs are encompassed within the wide jurisdiction of the Montana Department of Highways, as it is the custodian of the Federal-aid and state highways and must function efficiently in all areas of its responsibility subject to the limitations of the constitution and the legislative mandates.

Article VIII, Section 6 of the new constitution continues the highway revenue non-diversion provision, with the major exception that highway user taxes can be earmarked for other purposes by 3/5 of vote of members of each house of Legislature.

EXECUTIVE REORGANIZATION

Under the Executive Reorganization Act of 1971, Chapter 272, Montana Session Laws of 1971, the Department of Highways was created. Chapter 7 of said act deals specifically with the Department of Highways, and is codified as Sections 82A-701 to 82A-708 inclusive. The Highway Commission provided for in Title 32, Chapter 24, R.C.M. 1947 is continued. An executive order signed by the Governor activated the Department of Highways, December 16, 1971.

PRINCIPAL GOALS

POWERS FIXED

The major responsibility of the Department of Highways is to provide and maintain an adequate system of highways in the state. The Department primarily performs the function of planning and design, construction, maintenance and administration of highways. In addition, certain special functions such as regulation of proportional registration and taxation of interstate carriers; management of the State Motor Pool; and responsibility for promotion of the tourist industry in the State.

MAJOR ACCOMPLISHMENTS

The Department maintained operations at approximately 90% of the prior year's level but with 218 fewer employees. This was accomplished mainly by not filling vacancies caused by retirements, deaths and resignations of employment; however, some terminations were necessitated by a lower level of contract awards. The Department is continually seeking ways to obtain maximum use of highway user taxes, and all areas of expense are under scrutiny.

A photographic inventory of all primary roads was completed during the past year. A photograph was taken every 50 feet of both directions of the roadway. This will be used in connection with accident locations, signing requests and for observing the general conditions of the roadway.

The preparation phase of the Action Plan was started during the year. The Federal Aid Highway Act requires each state to detail the process or procedures that it will follow, to make certain it will give proper consideration to the environmental, social and economic effects of its highway work, with such being accomplished through the Action Plan. This plan will:

1. Identify and study the impacts of highway improvement.
2. Use the expertise of various disciplines to analyze these impacts.
3. Involve other agencies and the public in planning, location and design.
4. Guarantee that the Department of Highways will consider possible alternatives.

The Data Processing Bureau has completed it's changeover to the IBM 360 Computer Operating System (O.S.). This results in more efficient use and full utilization of the hardware.

The Convention and Tour Unit was established within the Information Division, and results of greatly expanded conventions and tours will be a reality in the 1974 fiscal year.

PRINCIPAL GOALS

POWERS FIXED

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PROGRAM COSTS BY OBJECT OF
EXPENDITURE AND SOURCE OF FUNDING

PROGRAM

GENERAL OPERATIONS

OBJECT OF EXPENDITURE

	1971-72 FY	1972-73 FY	Difference
Personal Services	$ 2,316,345	$ 2,504,771	$ 188,426
Operations	1,870,717	1,524,027	(346,690)
Capital	247,545	103,293	(144,252)
Grants and Benefits	879,743	- 0 -	(879,743)
Total Expended	$ 5,314,350	$ 4,132,091	$(1,182,259)

SOURCE OF FUNDING

Earmarked Revenue Fund State Highway Account	$ 3,810,340	$ 3,522,825	$ (287,515)
Federal and Private Revenue Fund State Highway Account	621,243	609,266	(11,977)
Revolving Accounts	882,767	- 0 -	(882,767)
TOTAL FUNDING	$ 5,314,350	$ 4,132,091	$(1,182,259)

PROGRAM COSTS BY OBJECT OF
EXPENDITURE AND SOURCE OF FUNDING

PROGRAM

CONSTRUCTION

OBJECT OF EXPENDITURE

	1971-72 FY	1972-73 FY	Difference
Personal Services	$ 10,058,793	$ 9,278,502	$ (780,291)
Operations	77,606,305*	68,412,989**	(9,193,316)
Capital	510,274	40,038	(470,236)
Grants and Benefits	3,550,747	2,892,545	(658,202)
Total Expended	$ 91,726,119	$ 80,624,074	$(11,102,045)

* Contractor Payments.....$ 75,067,100
** " " .....$ 67,210,944

SOURCE OF FUNDING

Earmarked Revenue Fund State Highway Account	$ 5,355,299	$ 14,307,952	$ 8,952,653
Federal and Private Revenue Fund State Highway Account	86,398,172	66,316,122	(20,082,050)
Revolving Accounts	(27,352)	-0-	27,352
TOTAL FUNDING	$ 91,726,119	$ 80,624,074	$(11,102,045)

PROGRAM COSTS BY OBJECT OF
EXPENDITURE AND SOURCE OF FUNDING

PROGRAM

MAINTENANCE

OBJECT OF EXPENDITURE

	1971-72 FY	1972-73 FY	Difference
Personal Services	$ 7,716,239	$ 8,556,999	$ 840,760
Operations	6,036,511	5,838,205	(198,306)
Capital	1,262,103	1,015,053	(247,050)
Grants and Benefits	- 0 -	- 0 -	- 0 -
Total Expended	$ 15,014,853	$ 15,410,257	$ 395,404

SOURCE OF FUNDING

Earmarked Revenue Fund State Highway Account	$ 15,014,853	$ 15,410,257	$ 395,404
Federal and Private Revenue Fund State Highway Account	- 0 -	- 0 -	- 0 -
Revolving Accounts	- 0 -	- 0 -	- 0 -
TOTAL FUNDING	$ 15,014,853	$ 15,410,257	$ 395,404

PROGRAM COSTS BY OBJECT OF
EXPENDITURE AND SOURCE OF FUNDING

PROGRAM

ADVERTISING

OBJECT OF EXPENDITURE

	1971-72 FY	1972-73 FY	Difference
Personal Services	$ 58,359	$ 77,110	$ 18,751
Operations	524,027	521,701	(2,326)
Capital	17,765	194	(17,571)
Grants and Benefits	- 0 -	- 0 -	- 0 -
Total Expended	$ 600,151	$ 599,005	$ (1,146)

SOURCE OF FUNDING

Earmarked Revenue Fund State Highway Account	$ 600,151	$ 599,005	$ (1,146)
Federal and Private Revenue Fund State Highway Account	- 0 -	- 0 -	- 0 -
Revolving Accounts	- 0 -	- 0 -	- 0 -
TOTAL FUNDING	$ 600,151	$ 599,005	$ (1,146)

PROGRAM COSTS BY OBJECT OF
EXPENDITURE AND SOURCE OF FUNDING

PROGRAM

PRECONSTRUCTION

OBJECT OF EXPENDITURE

	1971-72 FY	1972-73 FY	Difference
Personal Services	$ 3,278,699	$ 3,438,900	$ 160,201
Operations	2,290,586	1,746,573	(544,013)
Capital	3,279,248	2,556,932	(722,316)
Grants and Benefits	- 0 -	- 0 -	- 0 -
Total Expended	$ 8,848,533	$ 7,742,405	$(1,106,128)

SOURCE OF FUNDING

Earmarked Revenue Fund State Highway Account	$ 4,049,781	$ 1,779,762	$(2,270,019)
Federal and Private Revenue Fund State Highway Account	4,798,797	5,962,643	1,163,846
Revolving Accounts	(45)	- 0 -	45
TOTAL FUNDING	$ 8,848,533	$ 7,742,405	$(1,106,128)

PROGRAM COSTS BY OBJECT OF
EXPENDITURE AND SOURCE OF FUNDING
1972-73 Fiscal Year

PROGRAM

REVOLVING ACCOUNTS

OBJECT OF EXPENDITURE

	1971-72 FY	1972-73 FY	Difference
Personal Services	$ 103,437	$ - 0 -	$ (103,437)
Operations	520,257	459,600	(60,657)
Capital	12,163	- 0 -	(12,163)
Grants and Benefits	- 0 -	- 0 -	- 0 -
Total Expended	$ 635,857	$ 459,600	$ (176,257)
		(See Footnote)	

SOURCE OF FUNDING

Earmarked Revenue Fund State Highway Account	$ (539)	$ - 0 -	$ 539
Revolving Account	636,396	459,600	(176,796)
TOTAL FUNDING	$ 635,857	$ 459,600	$ (176,257)

FOOTNOTE:

Inter-Entity Loans in the amount of $18,466,525 were omitted from the above summary. These loans were transacted to cover the cost of progress road construction payments.

Transactions in the amount of $14,779 pertaining to Accounting Entity 07079 (Retiree's Insurance) were not included in program 00 because the money received from the retiree's is forwarded to the medical insurance agency without any cost or profit.

PROGRAM COSTS BY OBJECT OF
EXPENDITURE AND SOURCE OF FUNDING

PROGRAM

STATEWIDE BUILDINGS

OBJECT OF EXPENDITURE

	1971-72 FY	1972-73 FY	Difference
Personal Services	$ 224	$ - 0 -	$ (224)
Operations	132	24	(108)
Capital	21,271	118,090	96,819
Grants and Benefits	- 0 -	- 0 -	- 0 -
Total Expended	$ 21,627	$ 118,114	$ 96,487

SOURCE OF FUNDING

Earmarked Revenue Fund State Highway Account	$ 21,627	$ 118,114	$ 96,487
Federal and Private Revenue Fund State Highway Account	- 0 -	- 0 -	- 0 -
Revolving Accounts	- 0 -	- 0 -	- 0 -
TOTAL FUNDING	$ 21,627	$ 118,114	$ 96,487

PROGRAM COSTS BY OBJECT OF
EXPENDITURE AND SOURCE OF FUNDING

PROGRAM

MOTOR POOL

OBJECT OF EXPENDITURE

	1971-72 FY	1972-73 FY	Difference
Personal Services	$ 602,719	$ 215,070	$ (387,649)
Operations	1,489,706	1,720,599	230,893
Capital	1,159,228	1,304,690	145,462
Grants and Benefits	- 0 -	- 0 -	- 0 -
Total Expended	$ 3,251,653	$ 3,240,359	$ (11,294)

SOURCE OF FUNDING

Earmarked Revenue Fund State Highway Account	$ - 0 -	$ - 0 -	$ - 0 -
Federal and Private Revenue Fund State Highway Account	- 0 -	- 0 -	- 0 -
Revolving Accounts	3,251,653	3,240,359	(11,294)
TOTAL FUNDING	$ 3,251,653	$ 3,240,359	$ (11,294)

PROGRAM COSTS BY OBJECT OF
EXPENDITURE AND SOURCE OF FUNDING

PROGRAM

SUMMARY OF ALL PROGRAMS

OBJECT OF EXPENDITURE

	1971-72 FY	1972-73 FY	Difference
Personal Services	$ 24,134,815	$ 24,071,352	$ (63,463)
Operations	90,338,241*	80,223,718**	(10,114,523)
Capital	6,509,597	5,138,290	(1,371,307)
Grants and Benefits	4,430,490	2,892,545	(1,537,945)
Total Expended	$ 125,413,143	$ 112,325,905	$(13,087,238)

* Contractor Payments.....$75,067,100
** " " $67,210,944

SOURCE OF FUNDING

Earmarked Revenue Fund State Highway Account	$ 28,851,512	$ 35,737,915	$ 6,886,403
Federal and Private Revenue Fund State Highway Account	91,818,212	72,888,031	(18,930,181)
Revolving Accounts	4,743,419	3,699,959	(1,043,460)
TOTAL FUNDING	$ 125,413,143	$ 112,325,905	$(13,087,238)

GENERAL OPERATIONS

GOAL

To provide effective administration of the highway program, legal expertise, supporting services required by the other programs, and the planning and research of the construction program.

OBJECTIVE

To provide services in the most expeditious and economical manner to support administrative decisions concerning the assignment of available resources to the various highway programs.

ACHIEVEMENTS

a. The Data Processing Bureau has completed it's changeover to the IBM 360 Computer Operating System (O.S.). This change results in more efficient use and full utilization of the hardware.

b. There is greater use of the data processing equipment, resulting in more effective utilization of personnel.

c. Information pertaining to high accident locations on various highway systems were made available on the computer. This information is used by the Highway Patrol in reducing traffic accidents.

d. A photographic inventory of all primary roads was completed. A photograph was taken of both directions of the roadway every 50 feet. This will be used in connection with accident locations, signing requests and for observing the general conditions of the roadway.

e. We started the classification, according to function, of all highways, roadways and streets, regardless of jurisdiction. Functions being the principle and minor arterials, major and minor collectors and local roads and streets.

CONSTRUCTION PROGRAM

GOAL

To assure that roads and bridges are constructed or reconstructed to accomodate growing needs of the motorist.

OBJECTIVE

To utilize a minimum force of qualified engineering personnel to provide safe, long lasting roadways and structures thru modern techniques in order for the motorist to travel in a safe, economical, and expeditious manner.

ACHIEVEMENTS

a. Awarded 96 contracts totaling $42,968,194.

b. 106 contracts, amounting to $88.2 million, were completed. This is an increase of 75 per cent over the previous years' $50.3 million.

c. An additional 107.564 miles of Interstate roadways were added to the Interstate System. The breakdown, by route, is as follows:

Interstate 15	44.822 miles
Interstate 90	62.671 miles
Interstate 94	0.071 miles

d. The Construction program was carried out with 724 employees, compared to 940 employees the previous year. This reduction amounts to a 23% reduction in work force.

e. Consultants assisted in the design of 7 structures.

f. During the past year 6,252 lineal feet of structures were awarded to contract. This consisted of 39 bridges and separations and 15 revisions.

g. Projects for signing 863.4 miles of primary and secondary roadway were completed. 822.6 miles were on the primary system, and 40.8 miles were on the secondary system.

h. Safety and signing projects in the amount of $338,031.66 were completed under the TOPICS program.

i. 316 projects were completed under the City-County Construction Program.

j. Expenditures in the amount of $2,856,702 were made on the City-County Construction Program.

The impoundment of federal funds is causing great concern. The table below reflects an alarming increase in the amounts which cannot be obligated. The amount impounded now equals the entire Federal allocation received during the past year. We have 4,900 miles of primary highway with 2,500 being 25 years old or older. On a sufficiency scale of 0 to 100 per cent, and where 60 per cent is tolerable, 2,083 miles or 42 per cent are reaching obsolescence and need reconstruction. Roads built in the 1930's were not designed for todays traffic, and maintenance cost will continue to increase with time, unless these impounded funds are released for reconstruction.

F.Y.	Balances of Federal Apportionments Not Obligated	Balances of Obligated Authority Not Used
1965	$ 10,733,821.10	$ 40,712,738.85
1966	2,048,495.16	30,019,380.25
1967	7,387,996.49	20,593,517.60
1968	6,223,408,91	805.16
1969	1,801,349.66	568.43
1970	3,241,719.77	- 0 -
1971	23,313,896.33	- 0 -
1972	32,060,640.19	- 0 -
1973	45,777,160.87	- 0 -

MONTANA DEPARTMENT OF HIGHWAYS
RECORD OF AWARDS FISCAL 1972-73

	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.	JAN.	FEB.	MAR.	APR.	MAY	JUNE
MILES OF INTERSTATE	26.296	5.953	1.751	10.932	0	12.068	4.204	0	0	0	0	
MILES OF PRIMARY	9.174	8.434	0.529	0	4.847	0.880	0	9.882	0	0	17.660	
MILES OF SECONDARY	8.968	9.684	16.845	7.784	7.802	0	0	1.206	0	0	0	
MILES OF URBAN	0	0	0	0	0	0	0	0.863	0	0	0	
FEET OF STRUCTURES	675.58	456.0	1,858.0	794.5	1,123.5	0	120.0	238.0	0	90.0	911.75	
$ INTERSTATE	6,270,852.79	2,529,126.58	2,570,152.74	4,969,998.69	68,426.25	5,603,040.93	1,849,704.49	0	0	0	17,994.00	
$ PRIMARY	1,806,589.99	1,510,473.64	495,146.36	345,247.87	1,192,268.22	154,957.23	31,810.80	2,687,445.04	0	0	3,789,162.43	
$ SECONDARY	341,718.70	974,750.41	1,159,693.29	973,194.07	1,361,843.78	0	0	212,289.83	0	0	14,328.65	
$ URBAN	154,249.96	0	39,379.10	56,992.08	0	0	0	830,995.23	127,834.11	26,460.00	28,038.60	
$ MAINTENANCE	0	0	0	131,342.50	77,160.00	210,527.50	0	57,555.00	95,668.00	0	0	NO LETTING
$ BEAUTIFICATION	0	0	0	0	0	0	0	0	0	0	0	
$ SAFETY	15,249.96	106,908.68	65,416.90	294,901.72	81,038.25	154,957.23	31,810.80	0	127,834.11	88,404.80	63,260.05	
FENCING MILES	0	0	0	0	0	0	4.204	0	0	0	4.299	
SIGNING MILES	17.3	129.3	0	107.7	24.7	0	24.1	0	0	173.8	85.2	
TOTAL FOR MONTH ACCUMULATIVE	8,573,411.44	5,014,350.63	4,264,371.49	6,476,775.21	2,699,698.25	5,968,525.66	1,881,515.29	3,788,285.10	223,502.11	207,815.30	3,849,523.68	
INTERSTATE MILES ACCUMULATIVE	26.296	32.249	34.000	44.932	44.932	57.000	61.204	61.204	61.204	61.204	61.204	
PRIMARY MILES	9.174	17.608	18.137	18.137	22.984	23.864	23.864	33.746	33.746	33.746	51.406	
SECONDARY MILES	8.968	18.652	35.497	43.281	51.083	51.083	51.083	52.289	52.289	52.289	52.289	
URBAN MILES	0	0	0	0	0	0	0	0.863	0.863	0.863	0.863	
FEET OF STRUCTURES	675.58	1,131.58	2,989.58	3,784.08	4,907.58	4,907.58	5,027.58	5,265.58	5,265.58	5,355.58	6,267.33	
MISCELLANEOUS	0	0	0	0	0	0	0	0	0	0	0	
TOTAL LET TO CONTRACT $	8,573,411.44	13,587,762.07	17,852,133.56	24,328,908.77	27,028,607.02	32,997,132.68	34,878,647.97	38,666,933.07	38,890,435.18	39,098,250.48	42,947,774.16	

MAINTENANCE PROGRAM

GOAL

To provide dependable and safe transportation on Interstate, primary and selected secondary routes by economical and timely maintenance, as well as protecting the vast sums invested in our roadway system.

OBJECTIVE

By strategically placing qualified maintenance personnel and modern equipment at various locations to provide adequate service to the traveling motorist.

ACHIEVEMENTS

a. The Maintenance Division maintained 8,402 lane miles of roadway.

b. Snow removal costs amounted to $917,746.00 and ice control amounted to $1,130,565.00.

c. 14 bridge structures were widened and 2 were replaced with drain pipe.

d. Sight distance was improved on 9 bridge structures by replacing wood rail with metal.

e. 1 bridge structure's verticle clearance was improved by adjusting the bracing.

f. 30,000 lineal feet of guard rail was installed or replaced to add greater protection, and as replacement of traffic damage.

g. During the past year 171 miles of pavement overlay was placed, in addition to seal coating of 446 miles.

h. Maintenance is performed on 42 roadside rest areas.

i. Delineators were placed on 7 miles of roadway.

j. A major slide condition has been corrected.

k. 15 beautification projects were maintained.

l. Numerous sign and lighting projects including street signs and rest area lighting were maintained.

m. Inspection of 2,089 structures was performed. This inspection was performed to detect potential failures of bridge structures.

n. To alleviate litter along the highways, 800 litter barrels have been placed at ten mile intervals on primary and designated secondary roads.

o. Civil Defense and monitoring stations have been established, and employees trained at 136 locations.

p. Published a Maintenance Manual which establishes guidelines for uniform maintenance procedures.

ADVERTISING PROGRAM

GOAL

To increase visitation from out-of-state and from out-of-country to Montana, and to publicize Montana as a vacation destination state.

OBJECTIVE

To use a combination of advertising and publicity to achieve international recognition for Montana as a vacation and convention area.

ACHIEVEMENTS

Travel Writers (brought into State by State Advertising Unit)

a. Travel Writers from Better Homes and Gardens and from National Geographic wrote 9 stories on Montana.

b. Winter travel writers from 6 publications, including the Los Angeles Times and the New York Times, visited ski areas and wrote stories on Montana skiing.

c. Wire service stories and photos were used continuously throughout the year for the Glacier and Red Lodge summer areas, and for several Montana winter areas.

d. Spring and Winter press kits were sent to 400 publications.

e. 5 photo feature pages were sent to wire services.

Travel Groups

A presentation was made to Wally Bynam Trailer Caravan, that resulted in 4,000 trailers and 12,000 out-of-state visitors spending ten or more days in the state, and spending an estimated $1,760,000.00 while in the state. Travel information booth was staffed during the 10 day course of the Caravan.

Movies

a. Our new ski movie will premiere in late October, 1973. Matching funds were obtained from Montana Power and Northwest Airlines.

b. The Custer movie for the Bicentennial is being completed with financing provided by state agencies in Montana and North Dakota.

c. Plans are being made for a Lewis & Clark in Montana movie for 1974.

d. The "Old West Trail" movie, winner of the DATO Award, is being run internationally, including showings in Moscow.

e. "Escape to Glacier Park" is in its second year of nation-wide Television distribution.

Travel Shows

In 1973, Montana participated in 8 Spring travel shows, and 3 Winter travel shows. Such participation gives Montana not only valuable exposure in the show itself, but also gives a basis for valuable public relations and publicity contacts with metropolitan media. Radio, Television and Newspaper coverage (at no charge) was the result of the above participation.

Plans are being instituted for Montana to have a display in "Expo '74" in Spokane, where the state will be exposed to 5½ million people over a 6 month period, supported by billboards and related advertising.

Convention and Tour Unit

The Convention and Tour Unit was established during the year. This Unit's objective is to increase the tourism dollar in Montana through a concentrated program of convention solicitation, as well as increase group tour activity. This will be accomplished by working closely with Chambers of Commerce, local community leaders, Travel Agents and tour companies in this state, and through continuous contacts with national and international organizations.

PERFORMANCE INDICATORS

Despite the 1973 gas shortage, resulting in a 40% tourist drop in Colorado areas and a 6% drop in Yellowstone Park, Montana's overall visitation shows only a 2.4% drop for the Summer travel season, according to spot surveys taken by the Advertising Unit.

Inquiries were down for Calender 1972 against 1971 from 326,716 to 284,336. This was due to a 4-State Ad that pulled over double the expected inquiries for 1971. With present conversion surveys now being used, a scientific culling of media should improve our inquiry count in the future.

FUTURE GOALS

Promotion and publicity must be increased for Montana. The emphasis will be on inviting more travel editors to the state on a year around basis, more news releases with photos, and more feature stories. Winter advertising will be increased and fall advertising is being instituted with a new brochure aimed toward building travel in a slack period.

FUTURE PROGRAMS AND PROBLEMS

Developing Montana as a location site for major motion pictures can bring in millions of dollars of out-of-state revenue. Competition is very keen with Arizona, New Mexico and New York allocating special budgets and departments for this type of enterprise. A Coordinating Department or Advisory Committee is needed to provide cooperation from all state agencies and a guideline for services offered to movie producers by the State, and possibly recommend tax inducements in order to bring this business to Montana.

PRECONSTRUCTION PROGRAM

GOAL

To locate and design all department road projects, and to acquire land needed for construction, maintenance and administration of the State's highway systems.

OBJECTIVE

To utilize a minimal engineering staff for location and design. Right of Way activities are accomplished by department employees utilizing project plans as required for current programs. Assure that human environment is carefully considered and national and state environmental goals are met when highway improvements are developed.

ACHIEVEMENTS

a. 1,370 miles of proposed new or improved highways and approximately 275 miles of safety upgrading were in various stages of design.

b. Signing and lighting plans amounting to construction awards of $436,712 were completed.

c. Signing contracts were awarded to upgrade to uniform standards approximately 640 miles of primary and secondary roads.

d. Completed 82 speed zone investigations; 163 traffic engineering studies; 129 preliminary design and project reviews; reviewed 266 applications for private approaches; and completed 5650 miles of sign inventory.

e. 13 Consultant firms are engaged on 50 projects; however, the use of consultant firms is being phased out this phasement due to the low level of Federal funding.

f. The Federal Aid Highway Act of 1970 required each state to detail the process or procedures it will follow to make certain that it will give proper consideration to the environmental, social, and economic effects of it's highway works. This is called the Action Plan, and we began preparation of it with the assistance of a consultant. The Plan will show how the Department of Highways will:

   (1) Identify and study the impacts of a highway improvement.
   (2) Use the expertise of various disciplines to analyze these impacts.
   (3) Involve other agencies and the public in planning, location and design.
   (4) Guarantee that the Department of Highways will consider possible alternatives.

g. Right of Way acquisition was as follows:

SYSTEM	NO. OF PARCELS	ACRES	COST OF R/W (LAND, DAMAGES & IMPROVEMENTS)	% OF PARCELS	% OF ACRES	% OF COST
Interstate	116	1,793	$ 1,360,962	26	62	63
Primary	249	624	659,835	57	21	31
Secondary	68	477	118,980	16	16	5
Other	5	1	6,000	1	1	1
TOTAL	438	2,895	$ 2,145,777	100	100	100

Of the total parcels acquired, 21 were acquired by litigation; 16 for the Interstate, 3 for the Primary, and 2 for the Secondary system.

h. The Utilities Unit completed a total of 70 agreements for relocation or adjustment of rail, communication and power lines, and gas and oil pipe lines, with the agreements totaling $818,326.

i. A program for control of outdoor advertising along interstate and primary highway systems was fully implemented. Accomplishments were:

1. 4,148 signs were acquired for removal at a cost of $109,712.
2. 3,657 of these signs had been removed as of June 30, 1973 at a cost of $51,096.
3. Sign permits were issued for an additional 4,329 signs.

j. Approximately 600 signs and other devices were removed from the highway right of way. These signs, plus 3,400 others, have been removed from the right of way since January 1, 1970. Primary highway routes in 53 counties have been cleared of encroachments.

k. Relocation assistance was provided to 86 displaced persons, 3 farms, 15 business concerns and 4 non-profit organizations. Payments made under this program total $128,120.

l. Services of the Department's relocation personnel have been offered to other State and Federal agencies, administering programs resulting in the displacement of individuals, businesses and non-profit organizations

m. A program to control access along high traffic volume primary and secondary highways was implemented during the year. The purposes of this program are to preserve safety to the traveler, maintain traffic flow and to allow the orderly development of abutting property without creating commercial strip developments having entrances directly onto the highway every few feet. This program will control direct access from private property and public roads onto high volume highways.

REIMBURSABLE SERVICES PROGRAM

GOAL

To provide various types of services to other State, City, County and Federal Agencies and private firms on a reimbursable basis.

OBJECTIVE

Provide for maintenance and snow removal for roads under jurisdiction of agencies other than the Department of Highways on a reimbursable basis. To materials to other State agencies on a reimbursable basis.

STATEWIDE MOTOR POOL PROGRAM

GOAL

To establish, maintain and operate over-the-road vehicles, and make available to State agencies at an economical cost.

OBJECTIVE

The 11 Highway Division Offices and the Helena area have been established as pool centers to dispatch and maintain the State Motor Pool Fleet in an economical manner.

ACHIEVEMENTS

a. The Motor Pool Fleet was reduced by 46 vehicles

b. The number of high mileage vehicles has been considerably reduced.

c. A plan to establish a mini pool in the Helena area was begun during the year.

d. A District Court decision in favor of the Motor Pool was rendered during the year. The decision permitted the Motor Pool to include replacement of vehicles as part of it's rental rate.

e. The Motor Pool operated at a profit of $160,805.62 during the past two years.

f. A decision was made to auction vehicles rather than trade them when purchasing new vehicles. The first auction proved this a wise decision by bringing in ten percent more than the appraised value of the vehicles. Future auctions should follow or exceed this pattern.

g. Complete cost records have been computerized for every vehicle.

h. A plan to use dual rental rates is being studied. The rate is designed to charge an amount for direct costs on a mileage basis and indirect costs on an hourly basis. This rate is used by profit making car rental agencies. It should aid the pool by having user agencies return vehicles to the pool soon after completion and possibly will enable the fleet to be reduced.

STATE OF MONTANA
DEPARTMENT OF HIGHWAYS
MOTOR POOL DIVISION
Helena, Montana

COMPARATIVE BALANCE SHEET

ASSETS	June 30, 1972 (Audited)	June 30, 1973 (Unaudited)
Current Assets:		
Cash	$ 299,483.82	$ 1,380,493.89
Accounts Receivable	89,961.62	295,965.83
Accounts Receivable-Work in Progress	35,954.31	104,368.13
Sub-Total	425,399.75	1,780,827.85
Fixed Assets:		
Office Furniture & Fixtures	13,387.03	13,926.53
Major Road Equipment	3,665,487.51	5,088,989.18
Less Allowance for Depreciation	(874,075.73)	(1,476,355.16)
Less Allowance for Replacement (1)	- 0 -	(606,369.84)
Real Estate	3,309.00	3,309.00
Sub-Total	2,808,107.81	3,023,499.71
Deferred Charges:		
Authorized Work in Progress-Equip.	102,689.85	2,963.09
Deferred Charges	(5,398.17)	(6,754.60)
Sub-Total	97,291.68	(3,791.51)
TOTAL ASSETS	$ 3,330,799.24	$ 4,800,536.05
LIABILITIES & SURPLUS		
Current Liabilities		
Accounts Payable	$ 9,197.63	$ 7,912.78
Accrued Claims Payable	389,407.41	1,323,573.10
Sub-Total	398,605.04	1,331,485.88
Other Liabilities		
Due Department of Highways	688,379.88	676,852.41
Equipment Transfers by Agencies	2,482,481.45	2,619,172.75
Sub-Total	3,170,861.33	3,296,025.16
Surplus		
Profit	(238,667.13)	160,805.62
Accumulated Surplus	- 0 -	12,219.39
Sub-Total	(238,667.13)	173,025.01
TOTAL LIABILITIES & SURPLUS	$ 3,330,799.24	$ 4,800,536.05

(1) Depreciation taken on vehicles by other agencies without transfer of funds....$4,302,963.23

STATE OF MONTANA
DEPARTMENT OF HIGHWAYS
MOTOR POOL DIVISION
Helena, Montana

COMPARATIVE STATEMENT OF OPERATIONS

	YEAR ENDING JUNE 30, 1972	YEAR ENDING JUNE 30, 1973
INCOME:		
Rentals	$ 3,033,646.46	$ 3,449,219.53
Rentals-Prior years adjustment	- 0 -	441,855.17
	3,033,646.46	3,891,074.70
EXPENSES:		
Direct Costs	1,649,707.61	1,714,387.66
Indirect Costs	700,540.41	593,365.72
Depreciation	882,081.22	998,154.59
Depreciation-Prior years adjustment	- 0 -	171,880.66
Non-Reimbursable Vehicle Loss	14,455.57	13,813.32
Total Expense	$ 3,246,784.81	$ 3,491,601.95
NET PROFIT:	$ (213,138.35)	$ 399,472.75

APPORTIONMENT OF STATE CONSTRUCTION FUNDS

Montana law requires that State highway construction funds be divided among the different systems and among the financial districts, counties and urban cities on the basis of prescribed formulas. The tables on this and the following pages show the distribution percentages for the fiscal years ending June 30, 1973 and June 30, 1974.

INTERSTATE SYSTEM

Financial District	Counties	Percentages for F.Y. 1973	Percentages for F.Y. 1974
2	Toole	3.0783	3.8468
4	Dawson, Prairie, Wibaux	6.5673	7.6675
6	Cascade, Pondera, Teton	8.3648	10.0073
7	Broadwater, Jefferson, Lewis & Clark	14.6992	11.0494
8	Granite, Mineral, Missoula, Powell	25.4550	24.6770
9	Beaverhead, Deer Lodge, Madison, Silver Bow	13.1890	11.8524
10	Gallatin, Park, Sweet Grass	7.6054	9.2370
11	Big Horn, Stillwater, Treasure, Yellowstone	15.6136	17.0267
12	Custer, Rosebud	5.4274	4.6359
	TOTAL	100.0000	100.0000

The Interstate System does not enter Financial Districts-1, 3 and 5 and some counties in other Districts.

APPORTIONMENT OF STATE
CONSTRUCTION FUNDS

URBAN SYSTEM

(Based on Urban Population of 5,000 or More)

Urban City	Percentages for F.Y. 1973	F.Y. 1974
Anaconda	3.5474	3.5474
Billings	22.3573	22.3573
Bozeman	6.7783	6.7783
Butte	8.4839	8.4839
Glasgow		
Glendive	2.2891	2.2891
Great Falls	21.8163	21.8163
Havre	3.8331	3.8331
Helena	8.2522	8.2522
Kalispell	3.8215	3.8215
Lewistown	2.3370	2.3370
Livingston	2.4990	2.4990
Miles City	3.2759	3.2759
Missoula	10.7090	10.7090
TOTAL	100.0000	100.0000

APPORTIONMENT OF STATE
CONSTRUCTION FUNDS

PRIMARY SYSTEM

(Based on Deficient Highway Mileage)

Financial District	Counties	Percentages for F.Y. 1973	Percentages for F.Y. 1974
1	Flathead, Lake, Lincoln	10.9701	10.9430
2	Blaine, Glacier, Hill, Liberty, Toole	6.4135	6.1968
3	Daniels, Phillips, Roosevelt, Sheridan, Valley	8.5742	8.4642
4	Dawson, McCone, Prairie, Richland, Wibaux	7.3591	6.9943
5	Fergus, Garfield, Petroleum	7.0260	6.7349
6	Cascade, Chouteau, Judith Basin, Pondera, Teton	8.7555	8.7621
7	Broadwater, Jefferson, Lewis & Clark	6.0608	5.8894
8	Granite, Mineral, Missoula, Powell, Ravalli, Sanders	10.8672	11.1111
9	Beaverhead, Deer Lodge, Madison, Silver Bow	6.0216	5.8270
10	Gallatin, Meagher, Park, Sweet Grass, Wheatland	8.2901	8.1712
11	Big Horn, Carbon, Golden Valley, Musselshell, Stillwater, Treasure, Yellowstone	9.8530	10.9190
12	Carter, Custer, Fallon, Powder River, Rosebud	9.8089	9.9870
	TOTAL	100.0000	100.0000

Percentages shown exclude Primary System mileage located on Interstate System.

APPORTIONMENT OF STATE
CONSTRUCTION FUNDS

SECONDARY SYSTEM

(Based on land area, rural road mileage, rural population and rural land value.)

Financial District	Counties	Percentages for F.Y. 1973	Percentages for F.Y. 1974
1	Flathead, Lake, Lincoln	9.2503	9.2332
2	Blaine, Glacier, Hill, Liberty, Toole	10.9298	10.7768
3	Daniels, Phillips, Roosevely, Sheridan, Valley	10.2917	10.1155
4	Dawson, McCone, Prairie, Richland, Wibaux	6.5615	6.4540
5	Fergus, Garfield, Petroleum	5.0612	5.1329
6	Cascade, Chouteau, Judith Basin, Pondera, Teton	12.3105	12.7131
7	Broadwater, Jefferson, Lewis & Clark	3.8515	3.9836
8	Granite, Mineral, Missoula, Powell, Ravalli, Sanders	10.0100	10.1456
9	Beaverhead, Deer Lodge, Madison, Silver Bow	6.4187	6.3770
10	Gallatin, Meagher, Park, Sweet Grass, Wheatland	6.5897	6.5438
11	Big Horn, Carbon, Golden Valley, Musselshell, Stillwater, Treasure, Yellowstone	11.2329	11.1308
12	Carter, Custer, Fallon, Powder River, Rosebud	7.4922	7.3937
	STATE TOTAL	100.0000	100.0000

KEY TO ACCOMPANY TABLES

BPM - Bituminous Plant Mix

CG - Cattle Guards

CP - Concrete Paving

CSta - Comfort Station

CTB - Cement Treated Base

FC - Fencing Contract

FSR - Forest Service Road

GD - Grading

GR - Guard Rail

GS - Gravel Surfacing

LC - Landscaping Contract

LT - Lighting

MB - Bridge or Structure

PC-PCC- Portland Cement Concrete

PMBB - Plant Mix Bituminous Base

PMBBS - Plant Mix Bit. Base Surfacing

PMBS - Plant Mix Bit. Surfacing

PMS - Plant Mix Surfacing

RMBS - Road Mix Bit. Surfacing

S & C - Seal and Cover

SD - Seeding

SHLDR - Shoulder

SN - Signing Contract

STR - Structure

TTB - Treated Timber Bridge

INTERSTATE COMPLETIONS
1972 - 1973

COUNTY	IDENT NO	PROJECT NUMBER	PROJECT LENGTH	TYPE OF WORK	DATE OF LETTING	AMOUNT OF CONTRACT	DATE COMP	FINAL AMOUNT	
Beaverhead		I 15-1 (42) 23 U-1	15.244	GD, GS, BPM, CSB, Seed & SN	6/69	4,385,992	6/73	4,588,641	*
Jefferson		I 15-3 (22) 168 U-1	5.397	GD, GS, BPM, SN & MB (303.5')	6/69	1,992,394	7/72	2,155,866	*
Missoula & Granite		I 90-2 (33) 129 U-1 & I 90-3 (15) 132 U-1	6.474	GD, GS, BPM, SN & MB (246.0')	6/69	3,241,826	12/72	3,770,582	*
Missoula & Granite		I 90-2 (33) 129 U-2 & I 90-3 (15) 132 U-2	6.474	FC	6/69	49,749	8/72	51,444	
Missoula		I 90-2 (32) 120 U-1	8.908	GD, GS, PMBS, SN, SD, CSta, FSR	11/69	4,235,063	11/72	4,673,067	*
Missoula		I 90-2 (32) 120 U-3	8.908	FC	11/69	68,784	10/72	68,691	
Missoula		I 90-2 (35) 85 U-1	10.170	GD, GS, CTB, PCC, PMBS, SN, WS	11/69	4,185,224	10/72	4,796,666	*
Missoula		I 90-2 (35) 85 U-2	10.170	FC	11/69	96,277	8/72	102,356	
Stillwater		I 90-8 (52) 396 U-1 & I 90-8 (63) 406 U-1	11.455	GD, GS, BPM & SN	3/70	6,714,442	12/72	6,725,557	*
Stillwater		I 90-8 (52) 396 U-3 & I 90-8 (63) 406 U-3	10.302	FC	4/70	73,300	8/72	83,604	
Custer & Prairie		I 94-4 (29) 153, I 94-5(11)166U-5,& (13)160	8.254	GS, BPM & SN	6/70	2,326,928	9/72	2,320,265	*
Pondera		I IG 15-7 (13) 323 U-1	8.991	GD, MB (2,128.5')	7/70	3,187,335	11/72	3,194,351	*
Pondera		I IG 15-7 (13) 323 U-2	8.991	FC	7/70	45,591	10/72	47,701	
Stillwater & S.Grass		I 90-7 (24) 374 U-1 & I 90-8 (62) 388	13.701	GD, GS, BPM, Seed & SN	8/70	5,079,801	11/72	5,284,322	*
Sweet Grass		I 90-7 (24) 374 U-3	13.508	FC	8/70	78,067	12/72	78,978	*
Rosebud		I IG 94-3 (24) 83 U-1	6.883	GD, GS, BPM & SN	8/70	1,393,025	10/72	1,335,442	
Mineral		I 90-1 (48) 0 U-2	-----	MB (399.72')	9/70	454,855	8/72	444,488	*
Pondera		I IG 15-7 (13) 323 U-3	-----	MB (336.0')	11/70	282,842	7/72	281,052	
Mineral		I IG 90-1 (49) 4 U-2	-----	MB (406.0')	11/70	563,941	6/73	562,817	*
Yellowstone & B. Horn		I IG 90-9 (26)471 U-1 & I 90-8 (55) 455 U-5	12.968	GD	11/70	2,027,138	11/72	2,093,689	
Big Horn		I IG 90-9 (26) 471 U-2	-----	MB (1,280.0')	12/70	760,889	8/72	737,712	*
Mineral		I IG 90-1 (49) 4 U-3	-----	MB (304.5')	2/71	536,022	6/73	508,886	*
Yellowstone		I 90-8 (67) 461 U-1 & U-2	10.246	Surf. & BPM	2/71	1,471,959	9/72	1,335,750	
Pondera		I 15-7 (14) 331	11.057	Surf., BPM & SN	3/71	3,409,721	11/72	3,260,470	*
Lewis & Clark		I 15-4 (44) 202	6.133	GD, GS & BPM	4/71	1,234,501	11/72	1,244,379	*
Beaverhead		I 15-1 (30) 75 U-1	10.145	GD & FC	5/71	3,161,029	11/72	3,433,410	*
Beaverhead		I 15-1 (30) 75 U-2	-----	MB (502.0')	5/71	289,747	8/72	287,825	
Teton		I 15-6 (17) 291 U-1	7.738	GD, GS, BPM, FC & SN	5/71	2,958,442	5/73	3,530,913	*
Teton		I 15-6 (17) 291 U-2	-----	MB (346.0')	5/71	311,731	5/73	311,799	*
Madison		I 15-1 (50) 85 U-1	2.455	GD & FC	6/71	1,816,320	4/73	1,982,731	*
Beaverhead & Madison		I 15-1 (56) 85	-----	MB (896.0')	6/71	799,889	11/72	797,653	*
Cascade		I 15-5 (57) 280 U-1	10.032	GD, GS, BPM, FC & SN	6/71	3,780,300	5/73	3,902,101	*
Cascade		I 15-5 (57) 280 U-2	-----	MB (878.0')	6/71	532,215	6/73	523,065	*
Granite		I 90-3 (33) 143 U-1	-----	Dual Rest Area & TTB	6/71	199,743	10/72	210,704	*
Sweet Grass		I 90-7 (30) 377 U-1	-----	Dual Rest Area	6/71	196,497	11/72	202,208	*
Custer		I 94-4 (27) 119 U-1	8.138	GD, GS, BPM, FC & SN	6/71	1,571,226	1/73	1,566,227	
Stillwater & B. Horn		I 90-8 (68) 418 U-1 & I 90-9 (39) 476 U-1	-----	Dual Rest Area	7/71	463,803	11/72	487,511	
Rosebud		I 94-3 (30) 105 U-1	-----	Dual Rest Area	8/71	212,755	9/72	207,196	
Custer		I 94-4 (27) 119 U-2	-----	Rev. & Lengthen Str.	8/71	49,746	7/72	48,866	
Mineral		I 90-1 (50) 16 U-2 & I 90-1 (52) 11 U-2	-----	MB (472.0')	12/71	312,805	6/73	310,634	*
Dawson		I 94-6 (21) 191 U-2	-----	MB (394.5')	12/71	247,678	5/73	247,004	*
Powell & Granite		I 90-3 (23) 166 U-3 & I 90-3 (33) 143 U-2	-----	LC - Dual Rest Area	1/72	24,765	6/73	21,474	*
Sweet Grass		I 90-7 (30) 377 U-2	-----	LC - Dual Rest Area	1/72	5,164	9/72	4,246	*
Beaverhead		I 15-1 (49) 62 U-3	-----	MB (579.0')	2/72	369,348	6/73	375,796	*
Jeff. & Lewis & Clark		I 15-3 (22) 168 U-3 & I 15-4 (33) 229 U-4	-----	Rest Area Mod. & overhead str.	2/72	50,059	7/72	49,267	*
Yellowstone		I 94-1 (34) 46 U-2	-----	MB (296.0')	2/72	165,173	10/72	165,930	
Missoula		EHS-1 90-2 (55) 95 U-2	25.253	SN & Signals	3/72	734,322	10/72	749,329	*
Dawson		I 94-6 (22) 197 U-2	-----	MB (277.0')	4/72	187,852	5/73	188,230	*
Park		EHS-1 90-7 (33) 327	14.288	Safety Corr.	5/72	523,120	5/73	559,320	*
Rosebud		I 94-3 (25) 76 U-2	-----	MB (179.5')	7/72	148,984	6/73	146,977	*
Prairie		I 94-5 (16) 173	-----	Partial L T	8/72	26,747	5/73	25,577	
Missoula		I 90-2 (59) 106	-----	LT	9/72	26,038	6/73	25,363	*
				Total		67,061,164		70,108,132	

* Final Estimate pending, amount subject to revision.

INTERSTATE CARRYOVERS
1972 - 1973

COUNTY	IDENT. NO.	PROJECT NUMBER	PROJECT LENGTH	TYPE OF WORK	DATE OF LETTING	AMOUNT OF CONTRACT	DATE COMP.	FINAL AMOUNT
Mineral		I 90-1 (48) 0 U-1	4.245	GD, GS & BPM	9/70	4,008,513		
Mineral		I IG 90-1 (49) 4 U-1	6.572	GD, GS, BPM & MB (272.0')	11/70	4,607,543		
Big Horn		I IG 90-9 (26) 471 U-3	12.968	Surfacing & BPM	1/71	2,606,852		
Pondera		I 15-7 (15) 323	8.891	Surfacing, BPM & SN	3/71	2,626,928		
Mineral		I 90-1 (76) 4	----	Dual Rest Area	5/71	125,476		
Powell		I 90-3 (23) 166 U-1	5.995	GD, GS, BPM, FC, SN & Rest Area	5/71	4,200,820		
Powell		I 90-3 (23) 166 U-2	----	MB (786.0')	5/71	533,222		
Madison		I IG 15-1 (50) 85 U-2	----	MB (1,108.6')	7/71	917,400		
Jefferson		I 15-3 (20) 155 U-1	6.817	GD, GS, BPM, FN & SN	8/71	4,689,026		
Jefferson		I 15-3 (20) 155 U-2	----	MB (579.23')	9/71	469,838		
Jefferson		EMP I 15-3 (21) 162 U-1	5.500	GD & Related	10/71	4,800,279		
Jefferson		EMP I 15-3 (21) 162 U-2	----	MB (156.0')	10/71	131,365		
Beaverhead		I 15-1 (49) 62 U-2	----	PC Canal Str.	12/71	132,509		
Jefferson		I 15-3 (27) 162	5.500	GS, BPM & SN	12/71	1,207,008		
Yellowstone & B. Horn		I 90-8 (69) 455 & I 90-9 (41) 171	29.358	SN, LT & Delineate	12/71	164,181		
Dawson		I 94-6 (21) 191 U-1	5.780	GD, GS, BPM, FC & SN	12/71	2,282,877		
Wibaux		EHS-I 94-7 (9) 233 PS U-1	0.014	GD, GS, BPM & Intercge. Light	12/71	3,695,120		
Madison & S. Bow		I 15-1 (55) 87 U-1 & I 15-2 (29) 93 U-1	8.693	GD, GS, BPM, FC & SN	1/72	3,474,590		
Madison & S. Bow		I 15-1 (55) 87 U-2 & I 15-2 (29) 93 U-2	----	MB (685.5')	1/72	435,785		
Big Horn		I 90-8 (68) 418 U-2 & I 90-9 (39) 476 U-2 & I 94-3 (30) 105 U-2	----	LC - Dual Rest Area	1/72	7,213		
Silver Bow		LSI 15-2 (1) 127	----	LC	3/72	288,715		
Dawson		I 94-6 (22) 197 U-1	6.823	GD, GS, BPM, SN & FC	4/72	2,266,396		
Beaverhead		I 15-1 (57) 85, (58) 64 & (59) 75	23.084	GS & BPM	5/72	2,574,005		
Wibaux		I 94-7 (10) 233	----	MB (1,041.5')	5/72	656,852		
Granite & Powell		EHS-I 90-3 (35)151 & I 90-3 (36) 155	17.3	Reset Gr, Related & LT	7/72	361,031		
Treasure & Rosebud		I 94-2 (18) 60 & I 94-3 (25) 76 U-1	8.156	GD, GS, PMBB & PMBS	7/72	1,476,684		
Custer		I 94-4 (24) 136 U-1	10.938	GD, GS, PMBB & BS, SN & FC	7/72	2,816,791		
Powell		I 90-3 (32) 179 U-1	7.091	GD, GS, PMBS & LT	7/72	1,169,186		
Powell		I 90-3 (32) 179 U-2	----	MB (406.08')	7/72	298,177		
Silver Bow		I 15-2 (33) 96 U-1	5.910	GD, FC & Related	8/72	2,149,637		
Silver Bow		I 15-2 (33) 96 U-2	----	MB (456.0')	8/72	352,743		
Beaverhead		I 15-1 (49) 62 U-1	1.695	GD, GS, PMBS & SN	9/72	1,170,077		
Beaverhead		I 15-1 (49) 62 U-4	----	MB (294.5')	9/72	257,504		
Custer		I 94-4 (23) 127 U-3	----	MB (307.25')	9/72	368,487		
Custer		I 94-4 (24) 136 U-2	----	MB (682.25')	9/72	748,046		
Yellowstone		I 94-1 (28) 35 U-1	7.192	GD, FC & Related	10/72	3,046,967		
Yellowstone		I 94-1 (28) 35 U-2	----	MB (235.0')	10/72	155,462		
Yellowstone		I 94-1 (34) 46 U-1	3.740	GD, GS, PMBB, PMBS, FC & SN	10/72	1,603,266		
Yellowstone		I 94-1 (34) 46 U-3	----	MB (150.0')	10/72	164,303		
Stillwater		I 90-8 (72) 407	----	LT	11/72	23,420		
Big Horn		I 90-9 (40) 493	----	LT	11/72	45,006		
Beaverhead		I 15-1 (60) 51	1.240	Part GD, GS, RMBS	12/72	69,482		
Mineral		I 90-1 (50) 16 U-1 & I 90-1 (52) 11 U-1	10.828	GD, GS, PMBB	12/72	5,533,559		
Yellowstone		I 94-1 (39) 30 U-1	4.204	GD & FC	1/73	1,733,623		
Yellowstone		I 94-1 (39) 30 U-2	----	MB (120.0')	1/73	116,081		
Jefferson		I 90-5 (27) 231	4.299	FC	5/73	17,994		
				TOTAL		70,580,039		

PRIMARY COMPLETIONS
1972 - 1973

COUNTY	IDENT. NO.	PROJECT NUMBER	PROJECT LENGTH	TYPE OF WORK	DATE OF LETTING	AMOUNT OF CONTRACT	DATE COMP.	FINAL AMOUNT	
Stillwater		F 408 (3)	0.675	GD & SN	3/70	131,912	12/72	175,805	*
Pondera		F 211 (15)	0.650	GD	7/70	91,999	11/72	94,276	*
Carbon		F 107 (16) & F 258 (15) U-1	7.014	GD, GS, BPM & PMBB	7/70	1,287,650	11/72	1,352,727	
Fallon		F 86 (37)	12.247	BPM & MB (324.5')	9/70	875,574	8/72	880,319	
Phillips		RF-F 152 (11) U-2	----	MB (685.0')	10/70	617,766	7/72	610,033	*
Lewis & Clark		T 9058 (1)	----	Traffic Control	7/71	96,970	9/72	96,561	*
Yellowstone		F 53 (16) & F 230 (12) U-1	----	Lighting	8/71	138,867	10/72	139,151	
Blaine		F 66 (7) & F 221 (4)	0.595	GD, GS, BPM, SN, & Bridge widen	8/71	453,098	8/72	449,871	
Glacier		F-RF 220 (12)	2.128	GD, GS, BPM & FC	9/71	443,848	1/72	462,403	*
Cascade		F 9999 (24)	122.0	SN & Delineators	9/71	57,141	12/72	68,777	
Custer		F-RF 86 (38)	----	MB (621.0')	12/71	549,672	6/73	545,255	*
Gallatin		F 9999 (38) U-1	----	Signals	12/71	15,413	8/72	15,342	
Lake		EHS-RF 63 (15)	0.388	GD, GS & BPM	12/71	126,977	11/72	136,145	
Flathead		U 191 (33)	0.257	GD, GS, CTB, & PCC Pavement	12/71	249,976	5/73	292,987	*
Blaine & Phillips		EHS-F 9999 (30)	144.5	SN & Delineators	12/71	89,161	9/72	71,992	
Pondera & Teton		EHS-F 9999 (45)	102.5	SN, Signals & Delineators	12/71	87,160	9/72	88,330	
Carbon		F 107 (17)	----	Lighting	1/72	12,924	7/72	11,601	
Yellowstone		F 230 (12) U-2	----	Signals	1/72	19,831	11/72	20,424	
McCone		EHS-F 9999 (49)	137.2	SN & Delineators	1/72	38,093	10/72	43,409	
Yellowstone		EHS-T 9010 (5)	----	SN & Signals	2/72	34,664	10/72	33,240	
Garfield		F-RF 256 (32) U-1	11.848	GD, BPM & SN	3/72	2,125,326	5/73	2,328,318	*
Musselshell-Petroleum		EHS-F 9999 (50)	51.0	SN & Delineators	3/72	19,921	7/72	20,929	
Cascade		EHS-T 9052 (3), (4) & (5)	----	Traffic Control & GR	3/72	206,398	6/73	238,688	*
Richland		F-RF 245 (24) U-2	----	MB (183.0')	4/72	130,970	5/73	129,768	
Garfield		F-RF 256 (32) U-2	----	MB (90.0')	4/72	70,001	9/72	68,313	
Garfield, Petroleum & Rosebud		EHS-F 9999 (59)	136.1	SN	4/72	54,531	10/72	61,154	
Lake		LSF 5-63 (1)	----	Scenic Turnout	7/72	56,010	5/73	60,629	*
Broadwater		CJF 77 (1)	----	Screen Junkyard	7/72	10,936	10/72	10,397	*
Roosevelt		F 9999 (65)	129.3	SN, Signals & LT	8/72	80,162	6/73	91,484	*
Cascade		EHS-RF 64 (14) & EHS-F 218 (15)	----	GR & Bridge Approach	11/72	7,187	3/73	10,160	
Lewis & Clark		F 214 (3) U-90	----	Concrete Curb & Guide Posts	1/73	7,866	5/73	7,223	
				TOTAL		8,188,004		8,615,711	

* Final Estimate pending, amount subject to revision.

PRIMARY CARRYOVERS
1972 - 1973

COUNTY	FED. NO.	PROJECT NUMBER	PROJECT LENGTH	TYPE OF WORK	DATE OF LETTING	AMOUNT OF CONTRACT	DATE COMP.	FINAL AMOUNT
Pondera		RF-F 211 (16)	----	SN	3/71	31,875		
Phillips		F-RF 152 (11) U-1	7.454	GD, GS, BPM & SN	6/71	1,319,231		
Glacier		EPS-F 9999 (48)	130.4	SN, Signals & Delineators	1/72	86,612		
Flathead		EHS-F-RF 9999 (57) U-1	5.260	SN & Signals	2/72	219,642		
Yellowstone		EHS-T 9010 (7) & (8)	----	Traffic Control	3/72	192,192		
Glacier		F-RF 226 (1) U-90	11.641	BPM Overlay	4/72	301,181		
Richland		F-RF 245 (24) U-1	10.181	GD, GS, BPM & Traffic Control	4/72	2,554,732		
Cascade		EHS-T 9052 (7) & (8)	----	Traffic Control	5/72	82,346		
Blaine		F-RF 101 (9)	7.314	BPM Overlay	7/72	241,935		
Big Horn		F 187 (E) U-90	0.776	GD, GS, PMBB & PMBS	7/72	270,438		
Park		F-RF 239 (18)	8.381	GD, GS, PMBB & PMBS	7/72	1,059,179		
Richland		F-RF 245 (24) U-3	----	MB (90.0')	7/72	168,092		
Cascade		EHS-T 9052 (6)	----	CP, SN & Signals	7/72	154,250		
Silver Bow		F-RF 43 (28) U-1	0.510	GD, FN & Related	8/72	113,232		
Custer		F-RF 86 (39)	6.280	GD, GS, PMBB & PMBS	8/72	1,214,072		
Big Horn		FI 188 (C) U-90	1.644	BPM Overlay & PMBS	8/72	103,008		
Beaverhead		F 387 (14)	0.468	GD, GS, PMS, FC & SN	9/72	257,605		
Beaverhead		EHS-F 387 (15)	----	MB (321.0')	9/72	237,542		
Missoula		T 9081 (4) (5) & (6)	----	Signals	9/72	39,379		
Valley		ERFO 70 (1) U-2	0.018	GD, GS, RMBS & MB (60.0')	10/72	209,262		
Cascade		T 9052 (11)	----	Widen, SN, LT & Incidental	10/72	56,992		
Flathead & Lake		EHS-F-RF 9999(57)U-2 &F 191 (18) U-91	----	SN & Signals	10/72	23,115		
Richland		F 9999 (66)	107.7	SN	10/72	112,871		
Petroleum-Garfield		F-RF 256 (36) U-1	4.847	GD, GS, PMBS, FL & SN	11/72	800,778		
Petroleum-Garfield		F-RF 256 (36) U-2	----	MB (496.0')	11/72	384,303		
Lake		F 191 (18) U-90	0.880	GD, GS, PMBS	12/72	154,957		
Missoula		T 9081 (8) & (11)	----	Signals	1/73	127,834		
Ravalli		F 9999 (40) U-1	24.1	Signals & Flashers	1/73	23,944		
Park		F-RF 60 (16) & F 239 (17) U-1	8.993	GD, GS, PMBB & Surfacing	2/73	1,753,896		
Park		F 239 (17) U-2	----	MB (238.0')	2/73	183,667		
Glacier		F 196 (10)	0.889	GD, GS, PMBS & LT	2/73	749,881		
Gallatin		U203(10), US449 (2) & EHS-T 9012 (1)	0.863	GD, GS, PMBS, LT & LC	2/73	830,995		
Silver Bow		U 279 (8)	----	Signals, SN & LC	4/73	26,460		
Blaine		F 23 (5)	----	GR	5/73	6,395		
Glacier		EPS-F 226 (3)	----	Impact Attenuator	5/73	5,075		
Richland		EHS-F-RF 245 (26) U-2	----	MB (292.5')	5/73	265,678		
Chouteau		F-RF 252 (27) U-1	12.039	GD, GS, PMBS & SC	5/73	1,816,865		
Chouteau		F-RF 252 (27) U-2	----	MB (528.0')	5/73	461,651		
Big Horn		F-FLH 334 (21) U-1	5.621	GD, GS, PMBS & SC	5/73	1,141,957		
Big Horn		F-FLH 334 (21) U-2	----	MB (91.25')	5/73	82,118		
Cascade		T 9052 (14)	----	Widen & Signal	5/73	28,039		
Flathead		F 100 (16) U-90	----	Traffic Control Devices	5/73	9,423		
Big Horn		RF I 212 (11) U-90 - Contract A	----	Berm	5/73	3,241		
Big Horn		RF I 212 (11) U-90 - Contract B	----	Channel Change	5/73	7,046		
Big Horn		RF-I 212 (10) U-90	0.7	FC & CG	6/73	10,132		
				TOTAL		17,923,118		

SECONDARY COMPLETIONS
1972 - 1973

COUNTY	NO. OF CONTR.	PROJECT NUMBER	FEDERAL PROJECT NO.	TYPE OF WORK	DATE OF CONTRACT	AMOUNT OF CONTRACT	DATE COMP.	FINAL AMOUNT	
Yellowstone		S 132 (6)	----	MB (977.0')	10/70	1,601,063	4/73	1,601,531	*
Chouteau		S 219 (11)	9.034	GD, GS, BPM & SN	11/70	648,369	7/72	637,467	
Flathead		S 157 (5)	4.771	GD, GS, BPM & SN	1/71	537,472	11/72	588,726	
Blaine		S 12 (16)	7.868	GD, GS & BPM	2/71	438,006	7/72	435,632	
Dawson		S 357 (11)	0.320	SN	3/71	25,928	11/72	27,497	*
Toole		S 237 (9) U-1	5.101	GD, GS, BPM & SN	5/71	458,996	9/72	459,520	
Granite		S-RS 127 (5)	7.165	GS, CPM & SN	6/71	413,406	7/72	389,837	
Valley		S 239 (4)	8.003	GS, BPM & SN	6/71	294,707	8/72	287,607	
Powell		S 36 (7) U-90	5.011	BPM Overlay	7/71	105,569	6/73	98,391	*
Richland		S-RS 128 (8) U-1	8.943	GD	7/71	765,754	8/72	790,756	
Roosevelt		S 202 (1) U-90	7.466	BPM Overlay	7/71	122,624	10/72	117,820	
Pondera		S-RS 193 (12)	1.373	GD, GS, BPM & FC	9/71	235,966	11/72	242,300	
Flathead		S-RS 334 (5) U-1	1.231	GD, GS, BPM	10/71	522,118	12/72	539,804	*
Flathead		S-RS 334 (5) U-2	----	MB (400.0')	10/71	457,493	5/73	458,035	*
Custer		S-RS 45 (10)	5.668	GD, BPM & SN	12/71	196,253	6/73	183,073	*
Blaine		S OOOS (30)	16.1	SN	12/71	7,806	7/72	7,649	
Big Horn		S-RS 207 (8)	7.898	GD & Related	1/72	386,428	11/72	383,708	
Lake		S-RS 306 (12)	9.544	BPM Overlay & SN	3/72	277,026	10/72	255,792	
Beaverhead		S OOOS (38)	24.7	SN	11/72	5,425	5/73	5,325	
				TOTAL		7,500,409		7,510,470	

* Final Estimate pending, amount subject to revision.

SECONDARY CARRYOVERS
1972 - 1973

COUNTY	PROJECT NUMBER	LENGTH	TYPE OF WORK	LET DATE	AMOUNT OF CONTRACT	DATE COMP	FINAL AMOUNT
Sanders	S 221 (5)	3.482	GD, GS	6/70	683,669		
Mineral	S 169 (4)	0.082	GD, GS, BPM & MB (432.0')	10/71	1,352,511		
Gallatin	S-RS 370 (19)	6.746	GD & GS	12/71	738,126		
Sheridan	S 415 (5), RS 416 (4) & S-RS 417 (6)	14.362	GS & BPM	12/71	480,139		
Teton	S-RS 90 (5)	6.460	GD, GS, BPM & SN	4/72	601,312		
Fergus	S-RS 342 (10)	13.704	BPM Overlay, Shldr Widen &SN	4/72	743,991		
Hill	S 301 (17)	0.161	MB (304.5') & Approaches	5/72	788,932		
Richland	S-RS 128 (13)	8.968	GD, PMBB	7/72	341,719		
Pondera	S-RS 193 (13)	3.758	GD, GS, PMS, FC & SN	8/72	347,867		
Toole	S-RS 237 (10) U-1	5.926	GD, GS, PMB, Seal, FC & SN	8/72	626,883		
Big Horn	S-RS 207 (9)	13.0	GS, PMBB, S & C	9/72	427,772		
Toole	S-RS 237 (10) U-2	----	MB (253.0')	9/72	152,594		
Madison	S-RS 59 (6)	3,845	GD, GS, FC & SN	9/72	579,327		
Gallatin	S 370 (20)	6.746	PMBB, PMBS, S & C, & SN	10/72	266,937		
Flathead	EHS-S 377 (4)	----	Sidewalk Replacement	10/72	101,924		
Madison	EHS-S-RS 452 (3) U-1	0.159	GD, GS	10/72	95,305		
Madison	EHS-S-RS 452 (3) U-2	----	MB (228.0')	10/72	239,562		
Powder River	S-RS 460 (6) U-1	0.879	GD, GS & Related	10/72	135,073		
Powder River	S-RS 460 (6) U-2	----	MB (181.5')	10/72	134,393		
Roosevelt	S-RS 98 (5)	5.848	GD, GS, PMBB, FC & SN	11/72	515,894		
Ravalli	S-RS 447 (3) U-1	1.954	GD, GS, PMBS, S & C	11/72	352,822		
Ravalli	S-RS 447 (3) U-2	----	MB (627.5')	11/72	487,704		
Cascade	S 455 (3)	1.206	GD, GS, PMBS	2/73	212,290		
Dawson	EHS-S OOOS (36)	48.0	SN	4/73	12,447		
Hill	EHS-S OOOS (44)	61.1	SN & Signals	4/73	32,399		
Teton	EHS-S OOOS (45)	64.7	SN	4/73	17,098		
Richland	S 389 (3) U-90	----	MB (90.0') & Approaches	4/73	119,410		
Deer Lodge	EHS-S OOOS (39)	35.2	SN	5/73	8,159		
Blaine & Phillips	EHS-S OOOS (48) & S OOOS (49)	50.0	SN	5/73	6,170		
			TOTAL		10,602,429		

STATE MAINTENANCE AND MISCELLANEOUS
COMPLETIONS
1972 - 1973

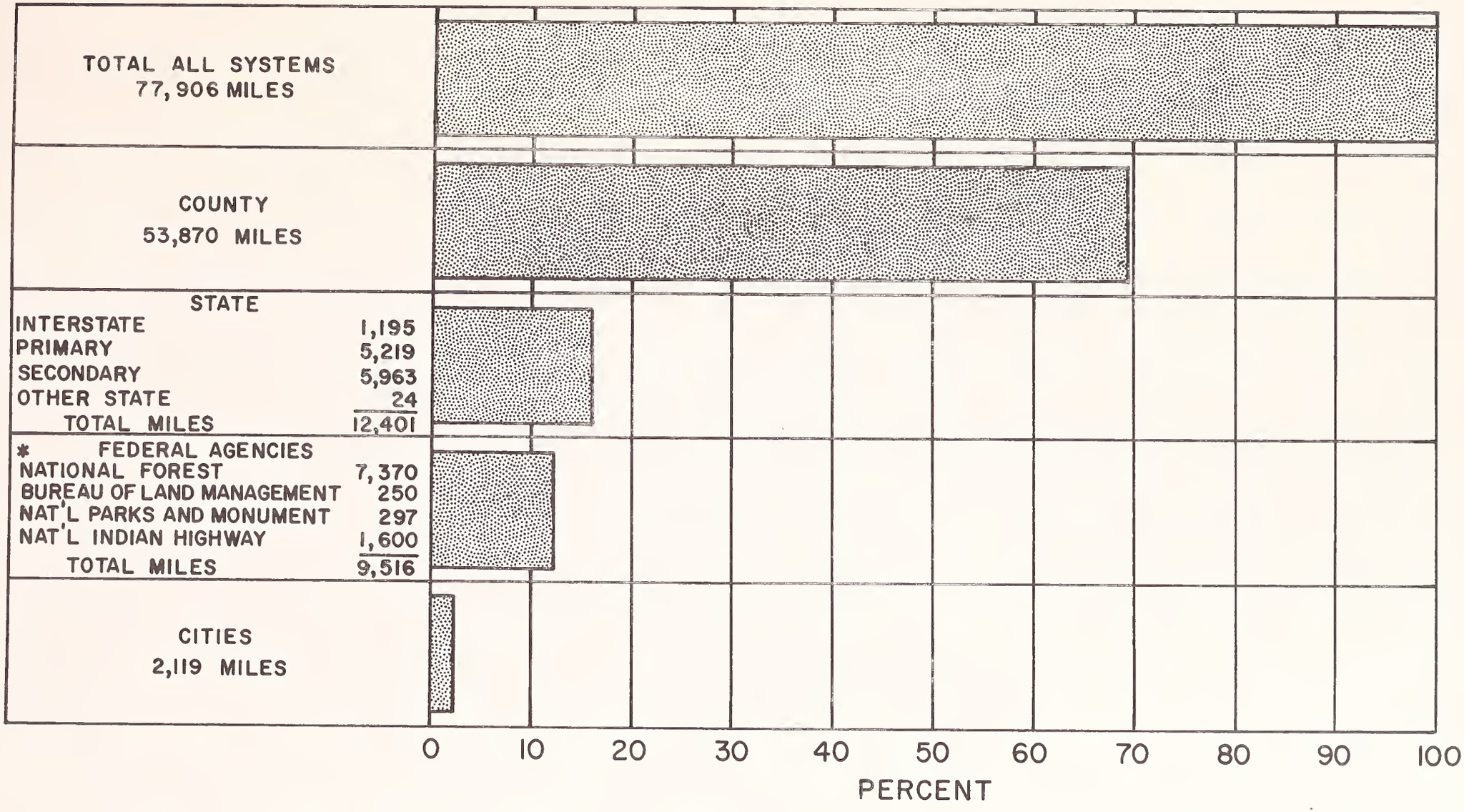
COUNTY	IDENT NO	PROJECT NUMBER	PROJECT LENGTH	TYPE OF WORK	DATE OF AWARD	AMOUNT OF CONTRACT	DATE COMP	FINAL AMOUNT
Big Horn, Musselshell, Petroleum & Powder River		SMP 0299-72	----	Crush & Stockpile	1/72	112,043	9/72	121,400
Glacier, Liberty, McCone, Phillips, Roosevelt, Toole & Valley		SMP 2899-72	----	Crush & Stockpile	2/72	167,040	9/72	171,900
Mineral, Missoula, Ravalli & Sanders		SMP 3299-72	----	Crush & Stockpile	5/72	150,238	11/72	156,025
Toole & Pondera		A-SI 16 (1)	16.551	GD, GS, BPM & SN	2/72	660,521	11/72	808,180
Pondera		A-SI 17 (1) U-1	6.539	GD, GS, BPM & SN	2/72	268,571	10/72	300,231
Pondera		A-SI 17 (1) U-2	----	MB (25.0')	3/72	43,543	8/72	43,685
Teton		A-AD 15 (5)	2.435	GD & GS	5/72	90,739	**	33,839
Lincoln		Army 5735	----	Lighting & Flasher	5/72	5,990	9/72	5,990
Fergus, Garfield & Meagher		SMP 1499-72	----	Crush & Stockpile	11/72	77,160	4/73	77,485
Big Horn, Carbon, Custer, Rosebud & Yellowstone		SMP 0299-01-72	----	Crush & Stockpile	12/72	117,467	5/73	128,688
Beaverhead, Broadwater, Jefferson, Powell & SweetGrass		SMP 2299-72	----	Crush & Stockpile	12/72	93,060	5/73	93,240
				TOTAL		1,786,372		1,940,663

** Project terminated due to Strategic Arms Limitation Agreement signed by the Soviet Union and the United States.

STATE MAINTENANCE AND MISCELLANEOUS
CARRY OVERS
1972 - 1973

COUNTY	IDENT. NO.	PROJECT NUMBER	PROJECT LENGTH	TYPE OF WORK	BEGIN CONSTR.	AMOUNT OF CONTRACT	DATE COMP.	FINAL AMOUNT
Flathead, Lake Lincoln & Sanders		SMP 1599-72	---	Crush and Stockpile	10/72	131,342		
Roosevelt, Sheridan & Valley		SMP 5399-72	---	Crush and Stockpile	2/73	57,555		
Cascade, Chouteau, Lewis & Clark & Teton		SMP 0799-73	---	Crush and Stockpile	3/73	95,668		
				TOTAL		284,565		

MONTANA ROAD AND STREET MILEAGE
BY SYSTEM
JANUARY 1, 1973



* AN ADDITIONAL 1,077 MILES OF NATIONAL FOREST HIGHWAYS ARE LOCATED ON STATE SYSTEMS